



REGIONAL COUNCIL REPORT

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
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Ventura County Transportation Commission: Bill Davis, Simi Valley

MEETING OF JUNE 5, 2003

A NEW SCAG DISTRICT IS FORMED IN THE REGION

The composition of District 11 includes nine incorporated communities and all of the surrounding territory within the San Bernardino County mountain and desert areas (Adelanto, Apple Valley, Barstow, Big Bear Lake, Hesperia, Needles, Twentynine Palms, Victorville and Yucca Valley). The San Bernardino Associated Governments (SANBAG) requested that District #11 be split into two separate SCAG Districts – one containing the Mountains and four cities of the urbanized Victor Valley and the other District containing the vast rural areas and four incorporated communities.

A consensus of the Regional Council is that the redistricting issue is a topic deserving further analysis and study, specifically, how to deal with changes in regional and district population. The Board approved creating a new District (#65) as well as the creation of a task force to further study the issue of Redistricting.

AVIATION PLAN VARIATIONS

The SCAG Aviation Task Force was re-established in 2002 to revise the 2001 Adopted Aviation Plan to account for recent changes in the aviation industry as well as local aviation policy decisions that impacted the Adopted Aviation Plan. These changes include the effects from the 2001 terrorist attack, the current economic downturn and the removal of the former Marine Corps Air Station El Toro.

Two variations of the Adopted Aviation Plan were forecast to 2030. The “Constrained” Variation is similar to a “no project” alternative that assumes no change in existing physical or legally enforceable capacity constraints. The “Moderate Expansion” Variation assumes some minor capacity enhancements at urbanized airports (Burbank, John Wayne and Long Beach). Authorization was given by the Regional Council to evaluate two aviation variations as part the Regional Transportation Plan Program Environmental Impact Report.

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SOUTHERN CALIFORNIA LEADERSHIP NETWORK

Councilmember Dick Stanford, City of Azusa and Councilmember Ken Blackwood, City of Lomita recently graduated from the Southern California Leadership program. They are two of about 40 Southern California leaders participating in an 8-month leadership training program.

The Network offers SCAG several hundred alumni of prior classes who are leaders in business, community groups, and the public sector as a vehicle to increase public awareness of growth visioning issues.

SCAG is currently working with the Network to develop their participation with the growth visioning public outreach efforts.

LEGISLATIVE ACTIONS TAKEN BY THE REGIONAL COUNCIL

(SUPPORT) AB 684 (Dutra) – Public Transit Smart Cards

AB 684 would require all publicly owned transit operators who chose to implement a smart card system to comply with specified requirements as well as require the DOT along with these transit agencies to establish a committee of smart card system managers.

(SUPPORT) SB 465 (Soto) – Transit Village Plan

SB 465 permits cities and counties to prepare village plans and to create transit development districts within 1/4 mile to 1/2 mile of a rail transit station. It requires that 20% of new or rehabilitated housing must be available for low and moderate-income families and enables adjacent public agencies to establish and operate a transit village redevelopment area.

(OPPOSE) SB 541 (Torlakson) – Motor Vehicle Fuel License Tax

SB 541 would index the state excise tax on gasoline and diesel fuel to the inflation rate. The bill as introduced would have also increased the tax rate further to backfill any revenue reductions to the Transportation Congestion Relief Fund. As amended May 1, 2003 this language regarding backfilling revenue reductions was removed.

(OPPOSE) AB 1221 (Steinberg/Campbell) California Balanced Communities Act of 2003

AB 1221 creates the California Balanced Communities Act of 2003. Under AB 1221, each city and county would swap a portion of the locally levied sales tax for an equal dollar amount of the property tax. The local sales and use tax rate would be reduced by 0.5% from 1% to 0.5%. An equal amount of property tax would be shifted from each county ERAF fund to each city and each county.

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